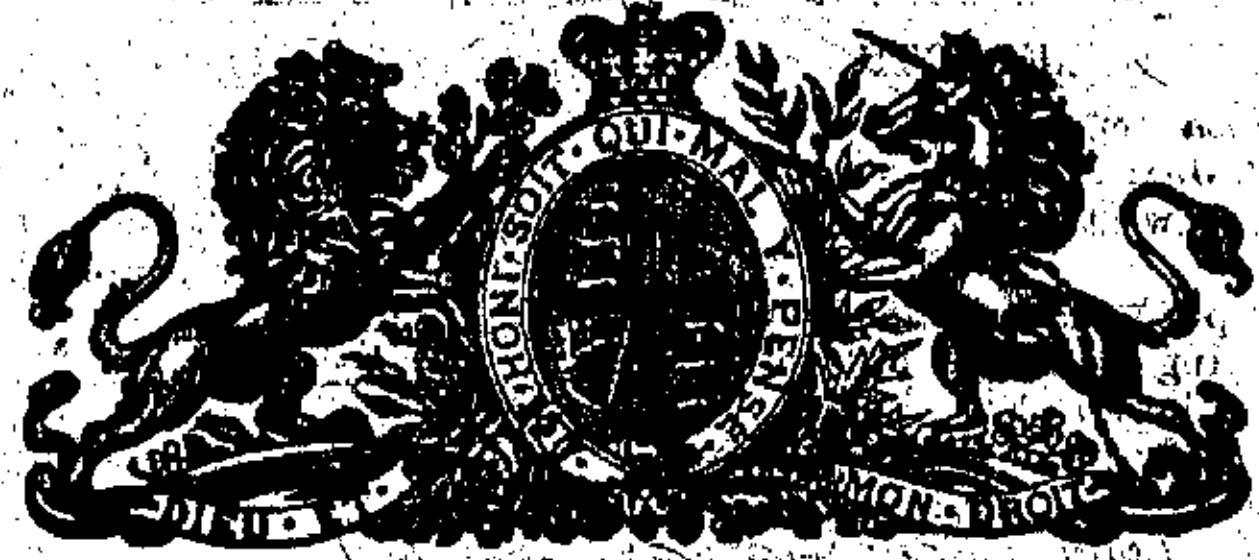


# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 4000. 一八七六年四月廿七日

HONGKONG, MONDAY, APRIL 24, 1876.

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAE, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GORGE, 121, Holborn Hill, E.C., BATES, HINDY & CO., 4, Old Jewry, E.C., SAMUEL DRAGON & CO., 160 & 162, Leadenhall Street.

NEW YORK:—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORGE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAR & BLACK, San Francisco.

CHINA:—Searow, Quelch & CAMPBELL, Amy, GILES & CO., Foochow, HEDDER & CO., Shanghai, LANE, CRAVEN & CO., and KELLY & CO., Manila, O. HENSEN & CO., Macao, L. A. DA GRADA.

## BANKS.

COMPTOIR D'ESCOMPTE DE PARIS, INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848,

BY IMPERIAL DECREES OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866,

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. A Sterling. PAID-UP CAPITAL, ... 80,000,000 3,200,000 RESERVE FUND, ... 30,000,000 800,000

HEAD OFFICE.—14, Rue Berger, Paris. LONDON AGENCY.—144, Leadenhall St., E.O.

AGENCIES.—At Nantes, Lyons, Marville, Brussels, Bombay, Calcutta, St. Denis (le de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars. RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS. Chairman—E. R. BELLIOS, Esq. Deputy Chairman—Ad. ANDRE, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq. H. HOPKINS, Esq. F. D. SASBON, Esq. A. MOYER, Esq.

CHIEF MANAGER. Hongkong, . . . JAMES GREIG, Esq. Manager.

Shanghai, . . . EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 , 4 per cent. " "  
" 12 , 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Esq. Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER.

The TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with Treasury and ample Gouvenirs; the Ground Floor are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to JOHN NOBLE, 46, Queen's Road, Hongkong, March 30, 1876.

## Notices of Firms.

NOTICE.  
I have this day authorized Mr J. Y. V. SHAW to sign my name per procura-

A. MAGG. HEATON, Hongkong, January 1, 1876.

NOTICE.  
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.  
E. C. RAY.  
Bank Buildings, Hongkong, February 8, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by procription in Tonquin.

LANDSTEIN & CO., Hongkong, December 31, 1875.

NOTICE.  
THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.

R. H. CAIRNS,  
1, Club Chambers, Hongkong, April 20, 1876.

NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfoo.

P. F. DA SILVA, Formosa, April 1, 1876.

NOTIFICATION.

IT is herewith notified that a Custom House has been established at HOI-HOW (海口), the Treaty Port of KIUNGCHOW (重庆), and has been opened for transaction of Business under this day's date.

H. O. BROWN,  
Commissioner of Customs, Kiungchow Customs, Hoi-how, April 1, 1876.

INTIMATIONS.

THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr C. C. B. JENSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUENSON,  
Superintendent.  
Hongkong, April 6, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.

CARL CHR. BOJESEN,  
Hongkong, April 6, 1876.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.  
A SPECIAL AGENCY of the Company has been Opened in LONDON, under the management of Mr WALDEMAR SCHMIDT, at 3, St. Michael's Alley, Cornhill.

By Order. W. H. RAY,  
Secretary.  
Hongkong, March 28, 1876.

ST. JOHN'S CATHEDRAL CHURCH.

Annual General Meeting of Seatholders.

THE Annual General Meeting of the Seatholders of St. John's Cathedral Church will be held at the Vestry on Thursday, the 27th day of April instant, at 4.30 p.m., for the purpose of electing two Trustees for the ensuing year, and for passing the Accounts of the Treasurer, under the provisions of Clauses 4 and 16 of Ordinance No. 2 of 1847.

EDMUND SHARP,  
Trustee and Treasurer to the Body of Trustees.  
Hongkong, April 15, 1876.

FOR SALE.

ON Friday, the 14th Instant,—A small white MANILA DOG answers to the name of "LOSSIE."

It was last seen near the Cathedral. Any one bringing the same to MACQUEEN, FRICKEL & CO. Store will be rewarded.

J. G. SMITH.  
Hongkong, April 18, 1876.

WANTED:

A N Experienced European FEMALE to accompany a Family with 3 Children to England. Terms, a free Passage.

Applications to be sent to the Office of this paper, addressed "A. B. C." Hongkong, April 11, 1876.

## Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, LEON COFFEE, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, . . . . . 455 Feet.

Breadth do, . . . . . 92 "

Depth of Water, Springs, 24 "

do, do, Nespi., 21 "

The following Rates will be charged until further notice:—

Recoffering, including Dockage, Shoring, Labor, Peat, Pitch, Tar and Oakum, 50 cents per sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per ton Gross Register.

For further particulars, apply to

W. B. SPRATT & CO.,  
9, Praya East,  
Hongkong, April 20, 1876.

## NOTICE.

THE OFFICE of the Undersigned has been REMOVED to No. 1, QUEEN'S ROAD, corner of Ice House Lane.

W. H. NOTLEY,  
Agent, Meers, Henry & King & CO.,  
London.

Hongkong, April 15, 1876.

## NOTIFICATION.

SAYLE & CO. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliant and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzer" Sewing Machines.

Agents for Hongkong.

SAYLE & CO.,  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

JUST RECEIVED,

Ex S. S. "NAPLES."

A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE,  
GIFT BOOKS.

SCHOOL BOOKS, &c.

LAMMERT, ATKINSON & CO.

Hongkong, April 22, 1876.

## NOTICE.

JUST RECEIVED,  
Ex S. S. "VIKING" & "NAPLES."

A RIME Quality Bushes DANISH BUTTER in tins of 1-lb., 2-lbs, and 4-lbs. each.

BASS' ALE (October brew), in bulk jugs and killeskins.

LAMMERT, ATKINSON & CO.

Hongkong, April 22, 1876.

## NOTICE.

VERY Handsome PHAETON.

1 Set Double HARNESS, nearly new.

1 Set Single HARNESS.

Apply to

L. MALLORY,

No. 2, St. John's Place.

Hongkong, April 10, 1876.

## NOTICE.

Bourbon WHISKY.

\$12 per case (1 dozen.)

For Sale by

HEARD & CO.

Hongkong, June 22, 1876.

## NOTICE.

DIMENSIONS AS FOLLOWS:

Length, . . . . . 126 Feet 6 in.

Breadth, . . . . . 30 " 6 "

Depth, . . . . . 7 " 6 "

</

## To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship  
"DOUGLAS,"  
Captain BURKE, will be  
despatched for the above  
Ports on THURSDAY, the 27th Instant,  
at 10 a.m.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 24, 1876. ap27

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

The Company's Steamship  
"AGAMEMNON"  
will be despatched on or  
about the 6th Proximo.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 24, 1876. my5

## CASTLE LINE OF STEAMERS.

FOR SHANGHAI.  
The Steamer  
"FLEURS CASTLE"  
expected here about the 27th  
Instant, will have immediate  
despatch for the above Port.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, April 24, 1876.

## PUBLIC AUCTION.

By Order of the Mortgagors, under Bill  
of Sale.

L ANE, CRAWFORD & Co. have  
received instructions from the  
Mortgagors to sell, on

## MONDAY,

the 8th May, 1876, at Noon,—

The Whole of the Stock-in-trade, Shop  
Fittings, Machinery, Carpenter's Tools, Engineer's, and Blacksmith's Tools, Household Furniture, &c., &c., &c., of or belonging to B. R. STANFORD, Shipwright, &c., on the Premises at Spring Gardens.

Further particulars will be shortly announced.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. All lots, with all faults and errors of description, as per descriptions given on the day of the hammer.

Hongkong, April 24, 1876. my8

## THE GREAT NORTHERN TELEGRAPH COMPANY.

ON account of the heavy sea the RE-PAIRS to the YANGTSE CABLE have not yet been completed.

The Company will keep up connection between GUTZLAFF ISLAND and SHANGHAI by aid of a TUG STEAMER, which will leave SHANGHAI EVERY EVENING and return EVERY MORNING at daylight.

By this arrangement all Telegrams between this Port and Shanghai will be forwarded within 24 hours.

CARL CHR. BOJESEN,  
Acting Superintendent,  
Hongkong, April 24, 1876. tf.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;

ALSO,  
PONDICHERY, MADRAS AND  
CALCUTTA.

ON SATURDAY, the 29th April, 1876, at Noon, the Company's S. S. SINDH, Commandant RAPATEL with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 28th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, April 24, 1876. ap29

## TO LET.

With Immediate Possession.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling Houses, No. 31, Queen's Road, lately in the occupation of Miss GAMBRIT.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUBOST & Co.

The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 46, Peel Street, now in the occupation of Mr HAUSSCHILD.

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr STOUT.

Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 24, 1876.

## To-day's Advertisements.

## CITY HALL.

MADAME CARLOTTA TASCA begs to announce that she will give a FAREWELL CONCERT at the above Hall, on

## THURSDAY NEXT,

27th April,

Under the immediate patronage of H. E. SIR ARTHUR KENNEDY, K.C.M.G.; C.B.

VICE-ADMIRAL RYDER,

SIR JOHN AND LADY SMALE,

COL. DICKINS, And the Officers of the 28th Regiment.

During the Evening by kind permission of Colonel Dickins and Officers, the Band of the 28th Regiment will perform.

For Particulars, see Programme.

Reserved Seats, \$2.00

Unreserved Seats, \$1.00

Doors Open at 8.30. Commence at 9.

Tickets to be had of MESSRS LANE, CRAWFORD & Co., where a plan of the Hall may be seen.

Hongkong, April 24, 1876. ap28

## SHIPPING.

## ARRIVALS.

April 22, Cap Horn, Germ. barque, "401", Green, Rajah Mar. 31, Timber. — Wm. PUSTAU & Co.

April 23, Hochung, from Canton.

April 28, Fuyew, Chinese steamer, 980, Cross, Shanghai April 19, General. — C. M. S. N. Co.

April 23, Chinkiang, British steamer, 708, J. Hogg, Shanghai April 20, General. — SIEMSEN & Co.

April 23, Adria, British steamer, 781, W. E. Breeze, Bangkok April 15, Rice. — Wm. PUSTAU & Co.

April 23, Swallow, American ship, 1239, B. H. Howes, Newcastle (N.S.W.) Feb. 27, Coal.

April 23, Kasa, British barque, 325, R. Lindsay, Newcastle (N.S.W.) Feb. 22, Coal. — ADAMSON, BELL & Co.

April 23, Mount Lebanon, Brit. barque, 530, B. Hall, Cardiff Nov. 16, Coal.

April 23, Fege, Danish barque, 316, F. H. Christensen, Newchwang April 9, General. — EDWARD SCHELHASS & Co.

April 23, Presto, British barque, 383, Ladifan, Newchwang April 6, Beans. — AENHOLD, KARBERG & Co.

April 23, Anna Fish, Amer. ship, 1496, D. Higgs, Cardiff Nov. 28, Coal. — MESSAGERS MARITIMES.

April 23, Comet, American ship, 1157, W. Bray, Boston Nov. 28, Ice and General. — TUDDOR COMPANY.

April 23, Henriette Benn, Germ. barque, 860, Fritz, Cornstadt 27th Oct., Flour. — ORDER.

April 23, Commissary, British ship, 900, Hunter, Newcastle (N.S.W.) Feb. 17, Coals. — SCHELHASS & Co.

April 23, Rico, General, British barque, 620, J. Cummins, Bangkok Mar. 22, Rice. — CHINESE.

April 24, Pardo, British steamer, 762, Power, Saigon 19th April, Rice. — LANDSTEINER & Co.

April 24, Caroline Behn, German barque, 673, P. Schmidt, Singapore 27th Feb., Timber. — SIEMSEN & Co.

April 24, Ocean Chief, British barque, 386, Coal, Newcastle (N.S.W.) Feb. 2, Coal. — P. M. S. S. Co.

April 24, Chas. C. Leary, American bark, 644, Stephen, Newcastle (N.S.W.) Mar. 10, Coal. — CAPTAIN.

April 24, Stad Amsterdam, Dutch steamer, 1720, Boon, Saigon April 20, General. — JARDINE, MATHERSON & Co.

## DEPARTURES.

April 23, Yessa, for Swatow, &c.

23, Nestor, for London.

24, Abbotford, for Singapore.

24, Gunja, for Manila.

24, Sundra, for Yokohama.

24, Hindostan, for Shanghai.

24, Hochung, for Shanghai.

## CLEARED.

Annie Gray, for Vancouver's Island.

Nightingale, for San Francisco.

Notre Dame Auxiliatrice, for Saigon.

Forward, for Vancouver's Island.

Henriette Benn, for Nookoosaki.

Asia, for Saigon.

Villa de Revadavia, for Manila.

Edward James, for Portland (Oregon).

## PASSENGERS.

ARRIVED.—Per Fuyew, Capt. Burr, and 80 Chinese.

Per Chinkiang, 46 Chinese.

Per Anna, Dr. Deane, D.D.

Per Kasa, 8 Chinese.

Departed.—Per Fesa, for Amoy, Messrs A. M. S. A. & Co.

Per Fege, for Foochow, Mr. and Mrs. Fairhurst, Mr. H. Oxley, and 2 European deck; and 157 Chinese.

Per Gunja, for Manila, Mr. S. A. dos Remedios, wife, 6 children, and 3 servants, Ms John Formby, and 644 Chinese.

Per Sundra, Messrs Makai, H. Collett, J. Hendry, J. Grundy, Harper, and 3 deck.

Per Hindostan, for Shanghai, G. Gammon, Bourke, C. K. Holt, W. Leut, J. W. Jordan, Ringer, J. G. Walsh, and Captain Starkey.

## SHIPPING REPORTS.

The German barque *Op Horn* reports:

first part of passage calms and light E. winds, afterwards light S. winds till 20th

day, when heavy squalls and rain, next

day again calm and light variable winds

till arrival port.

The Chinese steamer *Fuwei*, reports:

thick rainy weather to Turnabout, from then till arrival fine.

The British steamer *Adria* reports: fine

weather throughout.

The British barque *Kassa* reports: light

variable winds throughout the passage.

The Brit. barque *Mount Lebanon* reports:

passed through Sunda Straits on the 6th of March, came through the Karimata Straits

and had from thence to Hongkong calms

and light variable winds.

The Brit. ship *Commissary* reports: had

light easterly winds to the equator which

was crossed on the 26th March, going west

of Caledonia, from 8° N. had fresh N.E.

winds to Ladrones, thence to Bashee

Channel had light easterly winds with

heavy rains.

The *Prize* reports first part light S.

winds, latter part moderate winds with

thick foggy weather.

## SHIPPING REPORTS.

The *Annie Fish* reports calms and un-

steady winds in Java Sea, 15 days calms off

Singapore, fine weather and light S.E.

wind in China Sea.

The *Comet* reports fine weather to China

Sea, since reaching which had light moder-

ate and fine weather.

The *Ocean Chief* reports: light winds and

calms throughout the passage.

The *Chas. C. Leary* reports: no trade

winds, variable winds and weather, very

equally and a

## HAINAN.

(From Our Own Correspondent.)

Ho-how, April 12, 1876

I have just returned from a trip in the neighbourhood which, though not extending for a very great distance, has given me a good idea of the environs of this out-of-the-way port. As the first unofficial foreigner who had ever ventured beyond the precincts of the town, I was of course the recipient of both official and popular attentions which were more irksome than pleasing. My object was to reach a point some thirty miles distant from this, at which I hoped to fall in with some of the "cooked Li," and if possible obtain specimens of their arms, dresses, &c. It was not fate that I should be successful, but my experiences may give future visitors to the island a few useful hints.

Although a passport is not necessary to those who confine their wanderings to the thirty-mile radius, I thought it well under the circumstances to obtain one. Want of time prevented my attempting a more ambitious tour, much I fancy to the regret of the native officials, who however expressed a willingness to give me all necessary facilities, if I would wait a few days so as to allow of notice being sent along the line of route. Having no leisure to spend in waiting I elected to merely visit the district above described, and some three days after sending in my application the important document was handed me. But it was accompanied by four yamen runners (2 civil and 2 military) who were deputed to escort me. I did not at first quite like this arrangement, but it turned out as it happened very satisfactorily. The chairs of the country being as uncomfortable as chairs can be, a friend very kindly lent me his own which was constructed with a special view to lengthy journeys. Four coolies to carry the chair with two to carry provisions and luggage made up my party, which, duly escorted by the red-lanted runners, set out early on the 7th.

Our route lay along the outside of the Northern wall, Ho-how being, as I have told you, a walled town. The wall itself suggests that the wisecracks who dragged the town cow to the top of similar erection in order that it might crop the grass sprouting on its summit might not have been such absolute fools after all. People who want to enter Ho-how without going round to the gate can adopt the very simple alternative of getting over this barrier, but a slight effort of climbing being requisite. A goat and a coolie both performed the feat before my eyes. The streets forming the suburbs are pretty much like Chinese streets everywhere else. Pipe shops abounded in one direction (Hainan produces a good brand of tobacco), while ropemakers occupied all available space in other thoroughfares. This last-named industry must give large employment at Ho-how, where it is no uncommon sight to see grandmother, father, mother and children, down to the little toddler of three, simultaneously occupied in turning out a net rope or cable. Of course, as the Chinese recognize women's rights (to work as hard as males) the grandmother did the heaviest part of the labour, i.e. turned the heavy stuff while the father worked in the rattan or grass carried by the children and the mother. As we got beyond the more thickly crowded part of the suburbs we came across numerous mills for crushing ground nuts, the trade in the oil and cake thereby obtained being very flourishing. In fact ground nuts divide with sugar the credit of being the chief staple of North-Hainan. The oil is used for both cooking and burning, the cake serving only as manure, for which purpose it is exported in large quantities to Pakhoi. Our intended investigation of the rude machinery which serves to press the nut was somewhat spoiled by the persistency of the native dogs who, not content with the usual bark only, formed a circle round the chair bearers and in the intervals of howling contemplated the calves of their legs with such hungry looks that the men suggested our moving on.

The western side of Ho-how possesses numerous salt fish-ponds, most carefully adapted for the purpose of rearing the young fish. The wonderful flatness of the country for, say, a radius of over five miles from the Consulate, conjoined with a four or five feet rise and fall of tide, affords great advantages for such ponds. But a yet more important industry—that of salt breeding—viz. that of salt collecting—has been fostered by similar causes. A large extent of plain lying directly on my present route, of about two miles in length by three in depth, are almost solely devoted to this object. The little knolls of rising ground are either appropriated to the store and drying houses, or to giving sites for clusters of cottages inhabited by the salt workers; and these cottages being invariably surrounded by semi-tropical foliage, the villages form attractive features in the landscape. How is it by the way that the Chinese peasantry of even the poorest class usually contrive to make the best possible choice of location in this regard? Most of the cases here referred to possess their family temples, and in every case the temple is so placed as to present a charmingly picturesque appearance—Chinese and Willow-pattern-like, no doubt—but pretty enough to be worth an artist's attention all the same. The numerous clumps of coco-nuts and bamboo, the gorgeous blossoms and singular leaves of the dragon's-blood tree, and the usual undergrowth of a sub-tropical island give Hainan an advantage in this respect over the mainland, where the everlasting banana becomes somewhat monotonous. Lungan, Lychee, and most of the Kwangtung fruit trees are of course plentyful.

But to return to the salt pans—only, I am sorry to say, to dismiss them with an acknowledgement that their mode of working is still a mystery to me. The manufacture does not commence till about May or June, when the fog and mist of the cool season have given place to the burning days of summer, and it lasts until the short autumn again renders evaporation uncertain. From all I could learn, about two inches of water are left on the pens (each pen is about half an acre or more in extent) by the receding tide, and this depth is maintained by arrangements which prevent the water from retreating when the reservoir are full. The sandy bottom speedily becomes encrusted with the saline deposit, and every fresh inch of water increases the store until it is thick enough for scraping. The quality of the salt in the storerooms was very good, and the trade in it is most active, a de-

tailed description of the way in which the gathering and refining is carried out would be interesting. Salt-making is to the country round Ho-how what rope-making is to the people of the suburbs.

The sandy beach along which my bearers took their way after leaving the salt pans, abounded in shells. Cuttlefish bones lay about in such quantities that one could not help wondering if they could not be made useful in trade. The shells were mostly bivalves, but very few univalves being found on the coast. Mr Swinhoe, who spent a long time in collecting various articles illustrating the natural history of the island, obtained sixty-seven species of all kinds. The short period at my disposal allowed me to secure only some eighteen or twenty varieties, but these were all found at Ho-how. The West Coast is, I learn, far more abounding in marine treasures.

After getting some five miles from Ho-how we reached a low spur of hills named by foreigners "the bluff," as being the first rising ground met with in this direction.

The end descended rapidly to the level of the shore at a distance of from a quarter to half a mile inland; and it was here that Inspector General of Customs, when on a visit some four or five years since, suggested that the site for a foreign settlement should be placed. It seems however to me, and the residents at Ho-how share the opinion, that such an arrangement would be impracticable. Five miles by road is too great a distance between office and residence while the direct and somewhat shorter route required wading knee-deep. Even the "road," as I have called it for convenience, obliged wading at certain states of the tide. If chosen without reference to business requirements, the "bluff" might make an eligible place of residence, though exposed to all the fury of the tremendous typhoon which visit Hainan. Talking of typhoons reminds me that I have not yet mentioned these disagreeable incidents of residence in Hainan. According to the pilots, people who want to see a real typhoon must visit Ho-how. One man whom I remarked that Hongkong had had some trifling experiences in that way quite resented the suggestion. I believed he had some grounds for his opinion. Nine hundred years ago the capital of the island was literally blown to pieces by one of these storms, and it has twice since suffered in a similar way. Perhaps the fact that the masons of Ho-how are unusually skillful owing to the constant practice they get in effecting repairs. The theory however will not fit as regards the carpenters, who are the most dander-headed set of wood-splitters ever known to handle the axe and saw.

The most prominent features of the landscape after passing the bluff and getting upon the high land to the Westward are two hillocks known as The Hummocks, and each containing the crater of an extinct volcano. Our road lay along the Northern edge of the gentle rise some nine miles in length which lies between them and the shore. Much as I should have liked to visit the craters, I was compelled to keep on the road, as time did not permit such a deviation. But the general appearance of the slope is remarkable and was alone worth a visit. The whole neighbourhood consists of lava and trap-stuff, and the way in which it is used for walls, bridges, houses &c. strikes the eye as singular. The whole slope is divided off into enclosures by solidly piled lava walls. The road over which we pass is made of lava blocks and even the very pigsties are built of the same material! One seldom sees such ample use made of any article provided by nature.

Many hours' journeying through scenery of this description at last allowed me to reach the village where I intended to pass the night. I must not omit to say that on all hands I had evidence of the most careful agriculture. Sugar-cane, wheat, ground nuts, are principally cultivated. Sugar mills of the Swatow pattern are numerous and every second man woman and child I met were chewing the cane. The roads were littered with refuse and every fire burning was fed by the same fuel. The sugar produced is of coarse quality, but with attention is likely to form the principal article of export from Ho-how for some time to come. Chi-jung-shan, at which I was to sleep, is in the centre of the sugar district, and hence I suppose its superabounding nuisances in the way of insects, more especially the lively cockroach. But I must tell how I fared there, in another letter.

## CHINA AFFAIRS AT HOME.

(From our London Correspondent.)

London, March 17, 1876.

According to a telegram it is officially announced in Berlin that the German Government intends to reinforce its fleet in the China seas very largely with a view to the suppression of piracy. The statement is satisfactory as there has long been a feeling—especially on the part of German residents in China—that that country ought to do more to protect her increasingly large commercial interests, but it is perhaps open to doubt whether much good will come from another endeavour on the part of foreign nations to put down piracy in China waters. It is clearly the business of the Chinese Government to effect this, and it is doubtful whether we shall obtain much advantage by affording our aid and thus encouraging them to be more and more careless on the subject. Of course all will depend upon the degree to which the Chinese will, as they promise, co-operate, but there ought at least to be some good guarantee that it will be to such an extent as will be of material assistance and that the mandarins do not merely make use of us and confine their operations to indicating what we are to do for them.

I notice that still another version of the departure of the Flying Squadron from Bombay for the China station is given by the correspondent of the *Times*. He states that great excitement was caused by the event but that he was informed that it was solely with a view to protecting British shipping during the absence in the Straits of Malacca of a great part of the China Squadron. There have thus been three distinct versions of this matter given out to the public. First, that the Squadron's happening to go to the China station was merely accidental; that in fact it had to go somewhere and might as well go there as anywhere else; secondly that the object was to replace vessels which had gone to the Straits; and lastly the statement that appeared in the Standard

to the effect that the cause of the movement was that Sir Thomas Wade had fol the necessity of having his hands strengthened during the negotiations he was carrying on with respect to the Yunnan Commission, and which I venture to think is the true explanation of the matter.

People have been agreeably surprised by a sudden recovery both in Indian Exchanges and in the price of silver, the latter having had a sudden "sport" from 47s to 40s per ounce; and your readers will be glad to learn that Mexican Dollars are also slightly on the rise being now 53d against 51d. Various causes are assigned for this rise, the most important being a statement to the effect that the German Government contemplates another postponement of the demonetisation of their silver currency. Commercial affairs generally are however by no means in a favourable condition; and the depression has been much felt in the Manchester trade.

I am informed that some action will be taken shortly with reference to the inspection of Tea by the Custom Authorities which has caused the greatest annoyance to importers. Your readers are no doubt aware that this originated with the recent adulteration acts and that the design of the enactment is merely to prevent the importation of utter rubbish such as Maloo Mixture &c. &c., but the Teas coming home are subjected all round to such an overhauling that endless delay and inconvenience are caused. A petition on the subject will probably be sent in, or the matter be brought before Parliament with a view to altering the present enactment, which is clearly not adapted to meet the end which is in view.

## Police Intelligence.

(Before Both Magistrates.)

April 21, 1876.

AN OLD HAND.

Alai, a coolie, was charged with stealing a roll of matting. He was identified as one whom I remarked that Hongkong had had some trifling experiences in that way quite resented the suggestion. I believed he had some grounds for his opinion.

Ninety years ago the capital of the island was literally blown to pieces by one of these storms, and it has twice since suffered in a similar way. Perhaps the fact that the masons of Ho-how are unusually skillful owing to the constant practice they get in effecting repairs. The theory however will not fit as regards the carpenters, who are the most dander-headed set of wood-splitters ever known to handle the axe and saw.

LARSON.

Leung Yung Hing, a seaman, and Cheung Asam, owner of a water-boat, were charged on suspicion of stealing a silver watch from the German man-of-war *Ariadne*. The watch was in the Chief Engineer's cabin, but it belonged to one Werneburg. The evidence not being clear against the defendants, the first was called upon to give evidence in \$20 to appear within one month. The second was discharged.

BAD COINS.

Mathias Souza, a servant on board the P. & O. steamer *Hindostan*, was charged with having uttered three bad dollars on a Chinese carpenter, from whom he had bought a box for \$10. The bad quality of the coins was so palpable to any one that it was not likely they would be passed on any one who had only a slight knowledge of shroffing. The defendant was proved to have "ringed" the coins before he gave them to the complainant, who had, moreover, acknowledged before the defendant left the shop that the coins were good ones. Discharged.

A FLIGHT.

Li Tai Tai, a fisherman at Aberdeen, was charged on suspicion of stealing a watch belonging to one Cattano Do Sa, described as an engineer employed at the Aberdeen Docks. On the night of the 22nd inst. the complainant was found in the company of the defendant's wife during his absence in Victoria. The defendant returned about midnight and when he discovered that the complainant was in his boat, he called out "Tah." The complainant became frightened, ran into another boat and then swam ashore, leaving his clothes and a watch in the defendant's boat. He went back afterwards to fetch his things, but the watch was missing. Li Ti Moey, the wife in question, corroborated the complainant's statement, adding that she herself fled into another boat. Discharged.

KIDNAPPING.

Two old women aged respectively 75 and 76, were charged with kidnapping a male child aged six years from a shopkeeper in a money-changer's shop at Macao, the father getting information immediately after the loss of the child that he was being taken to Hongkong. He therefore took passage in a junk to this island to make inquiries. He was lucky enough in embarking on board the same boat in which his son was being taken here by the two defendants. He heard the cry of a child which he perceived to be those of his son, but he kept silent until the arrival of the boat. He then communicated with the police and had the defendants arrested. The defendants raised the plea that the complainant had commissioned the first to sell the child for him because his wife was sick and he wanted money; that \$4 were advanced to him and he gave a bill of sale; this bill, however, turned out to be only a deed of mortgage of a house. The second pleaded that she wished to buy the child, who had been recommended to him by the first defendant, and she wanted to adopt him as a grandson. The magistrate sent the defendants to twelve months' hard labour each.

ostsons SIE.

Four Chinese were charged by Inspector Youngson with being rogues and vagabonds. The Inspector said that yesterday morning a woman belonging to a junk moored off Shau-ki-wan Bay came to him and reported that three men were on board trying to make a squeeze. He sent constables on board and had them arrested; the husband of the woman came along and said the three men accused him and his son, the fourth prisoner, with having committed a piracy on the junk of the second prisoner on the 7th August last near an island off Stanley. In consequence of a report that the master of this junk at Shau-ki-wan had a son who was concerned in the *Spark* piracy and thinking that the 4th prisoner was the man the Inspector arrested him, and charged all with being rogues and vagabonds. He made an investigation into the matter, each of the first three prisoners being brought to him separately and questioned. The first said he was a Chapman in Victoria. Second said his junk was piratically attacked on the 7th August, that 30 men in his junk were killed and he alone escaped; that the fourth prisoner and his father were two of the pirates. The third belonged to the sandal shop as the first and they both accompanied the second

to have the fourth and his father arrested. Since then the first prisoner admitted that they were employed in the Chinese customs, the third was a letter bearer to Mr Brown of the Customs at Canton. An interpreter in the charge room at the Central Station identified the first prisoner as a spy employed in the Customs, the interpreter being once in the Customs employ himself. The case was remanded until the 26th instant.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Chief Justice Sir John Smale, with a Special Jury.)

April 24, 1876.

A CLAIM FOR DAMAGES.

Chun Po Young v. The P. & O. N. Coy.

The following Special Jury was sworn in—Messrs G. B. Emory, S. Pomery, J. Barnes, H. Hoppius, J. F. Cordes, E. R. Bellis, and H. B. Gibb.

Mr Kingmills, instructed by Mr Eber-

ton, appeared for the plaintiff, and

The Attorney General, the Hon. Mr J. Bramston, instructed by Messrs Sharp, Toller, and Johnson, appeared for the de-

fendant.

From the opening speech of Mr. King-

mill, it appeared that the plaintiff in this case is a merchant carrying on business under the style of Hop-Koo, and the action was brought to recover damages for a breach of contract, arising out of the charter of the P. & O. Ste. *Adria*.

Early in 1875, the plaintiff chartered the *Adria* at \$5,500 a month for four months, on

voyage to and from Sydney, via Cooktown.

One of the conditions of the charter was

that if the return of the steamer to Hong-

kong on her last voyage was within the four months, a reduction at the rate of

\$185 per day would be allowed for the unexpired days, but if the voyages should

occupy more than four months, the same allowance of \$183 a day should be paid by the charterer for every day in excess.

The charter party was in the usual form,

but there was one clause which gave rise to the present action.

It was stipulated that the steamer, fitted staunch and strong, should be at the disposal of the plaintiff on voyages to any ports

where she could be adrift and in safety.

The whole question turned on the point

whether it would be safe or not for the

*Adria* to cross the bar in the Endeavour River and to anchor in the harbour of Cooktown, instead of anchoring some miles off.

This necessarily entailed some delay in the discharge of goods and the detention of the steamer for several days.

The plaintiff, moreover, had been put to a

great expense in the engagement of lighters.

The charter commenced on the 18th January and was to have expired on the 13th May 1875, but the steamer was not returned to the defendant until a few days afterwards, not until the 19th May, and with the return of the steamer to the defendant, the plaintiff paid up the whole of the charter-money including the few days of the ship's detention. Before the departure of the steamer, the plaintiff wrote a letter to Capt. Breeze, advising him that on arrival at Cooktown, the firm of Wing On would collect the freights for him and disburse the ship's expenses, while at Sydney, the firm of Siuwa would do the same.

The *Adria* sailed from here on the 1st March and arrived at Cooktown on the 20th March.

The *Adria* is a vessel of 781 tons, and 234 feet long, drawing at

the time of her anchoring in the roads of Cooktown 14 feet 6 inches astern, and some

less forward. She remained there until the 3rd April, when she left for

Sydney. She then drew 13 feet 8 inches

astern and a little less forward.

Mr Kingmills observed, in the course of his opening statement, that there was an allegation in the petition of improper purchase of coal or non-purchase of coals at Sydney, but that question would not come in here, the subject of the action being confined to the voyage between here and Cooktown.

The evidence in this case up to this point was very voluminous and was in writing, being from witnesses examined by commission at Cooktown, and at *de bene esse* sittings here.

Mr Kingmills then gave a sketch of the points in the evidence, his point being that Capt. Breeze could have anchored in the harbour of Cooktown instead of in the roads, with safety, and would thus save the plaintiff the loss of time and the outlay for lighters.

From the evidence, it appears, that on the 20th March, the day the *Adria* arrived in Cooktown, the water on the bar was 17 feet 4 inches, while the lowest water during the several days the *Adria* was at anchor was 14 feet 10 inches, being some inches in excess of the draught of the steamer.

From this Mr Kingmills submitted that at no

## Mails.

**Occidental & Oriental Steamship Company.**

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco, via Yokohama, on MONDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 30th instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent, Hongkong, April 1, 1876.



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Arizona, Venice, Mediterranean Ports, Southampton and London;

Also,

Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY's Steamship GWALIOR, Captain J. C. BAKER, with Her Majesty's Mail, Passengers, Sports, and Cargo, will leave this for the above places, on SATURDAY, the 6th May, at noon.

CARGO will be received on board until noon; SPECIMEN and PARCELS at the Office until 2 p.m. on the 6th May.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from non-reception of such declaration.

Shipper is particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. MOYER, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, April 22, 1876.

my6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 18th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Seas Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th proximate. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent, Hongkong, April 16, 1876.

my16

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference, by WILLIAM FREDERICK MAYBURN.

Price: \$5.

Shanghai, "CHINA MAIL" OFFICE, Hongkong, "CHINA MAIL" OFFICE.

## Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

EDWARD NORTON & CO., Agents, Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, \$100,000 TALES.

POLICIES granted on Marine Risks to all parts of the world at current rates.

This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL THE PROFITS of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & CO., Agents.

Hongkong, July 3, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matches, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

GENCLES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHLIN, Secretary.

Hongkong, November 1, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

LANDSTEIN & CO.

Hongkong, November 1, 1874.

NOTICE.

THE Undersigned beg respectfully to inform the Public that they have established themselves as

BUTCHERS AND GENERAL COMPRADORES,

At No. 1, Graham Street,

And are prepared to Supply Fresh and Salt PROVISIONS and STORES; also, WINES, SPIRITS and ALES of every description.

MATHEW & CO.

Hongkong, March 25, 1876.

COAL DEPOT.

GOALS of every description supplied to Steamers by the Undersigned.

Orders may be left at the Godown, Wanchi, with Mr. J. MACLEHOSE, or LEONG AH YON, KWONGHING, Praya.

HONGKONG, March 25, 1876.

HOLLIDAY, WISE & CO.

Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George the First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

FIRE Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £50,000 on reasonable terms.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1874.

CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

POLICIES granted at current rates on

Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & CO., General Agents.

Hongkong, April 17, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

After this date, the above Association

will allow a Brokerage of Thirty-

Three and One Third per cent. (33 1/3%) on

Local Risks only.

RUSSELL & CO., Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt

of instructions from the Board of

Directors authorizing them to issue Policies

to the extent of \$10,000, on any one first

class risk, or to the extent of \$15,000 on

adjoining risks at current rates.

A discount of 20% allowed.

HOLLIDAY, WISE & CO.

Hongkong, January 8, 1875.

## Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, \$500,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & CO.

Hongkong, September 6, 1875.

THE SCOTTISH IMPERIAL INSURANCE CO.

CAPITAL AND SURPLUS, \$100,000 TALES.

POLICIES granted on Marine Risks to

all parts of the world at current rates.

This Association will, until further notice,

provide out of the earnings, first for an

Interest Dividend of 15% to Share-

holders on Capital, and thereafter dis-

tributed among Policy holders, annually,

in cash, ALL THE PROFITS of the Under-

writing Business pro rata to amount of

premium contributed.

RUSSELL & CO., Agents.

Hongkong, July 3, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein,

on Coals in Matches, on Goods on board

Vessels and on Hulls of Vessels in Har-

bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be

received, and transmitted to the Directors

for their decision.

If required, protection will be granted

on first class Lives up to £1000 on a

Single Life.

ADAMSON, BELL & CO.

Hongkong, March 24, 1876.